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ARMY review
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USAF review
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NAVY review

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PREPARED AND DISSEMINATED BY CENTRAL INTELLIGENCE AGENCY			
COUNTRY Hungary	DATE DISTRIBUTED 26 Mar '57		
SUBJECT Communications and Navigational Aid Facilities, Kecskemet Airfield	NO. OF PAGES 2	NO. OF ENCLS.	
	SUPPLEMENT TO REPORT #		

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THIS IS UNEVALUATED INFORMATION

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1. Kecskemet's VHF radio direction finding station is mobile, built into a 10-ton Zis truck. The equipment operates on the same frequencies as the air-ground VHF transmitter in the transmitter shack, i e, on the 100 to 150 meter band. Two operators usually are on duty in the truck, but only one is required for actual operation.
2. The azimuth of the aircraft requesting a bearing is obtained by observing a radial trace on the screen of a cathode ray tube mounted in the DF console. The bearing is read directly from a graduated scale around the edge of the screen. The operator need not manipulate any controls to determine the azimuth. Both air and ground station identify each other by numerical call signs which are changed frequently. The station is in contact with Operations and Intercept Control. Power is normally obtained from the local power net, but a two-wheeled generator with a 15-kw gasoline-driven power generator is furnished for emergencies. Two antennas are used. The transmitting antenna is a cone-shaped basket on an eight-meter mast erected on the ground near the truck. The receiving antenna (DF antenna) is an array of four vertically polarized dipoles mounted on a four-meter mast atop the vehicle. The array is fixed.

Order of Battle

3. One fighter regiment was stationed at Kecskemet. The other regiments in the division were assigned to Kalocsa and Kiskunlachaza. The regiment at Kecskemet had a normal strength of approximately 40 aircraft; however, during the revolution other aircraft were relocated to Kecskemet, bringing the total to between 60 and 80 aircraft. The aircraft were of the MIG-15 and MIG-17 types. There were more MIG-17 aircraft and their proportion was steadily increasing, since there existed a program to replace all MIG-15s with MIG-17s. The commanding officer of the base was Lt Col Elek Eory. [redacted] not certain whether this officer was merely base commander or also commander of the fighter regiment. Eory was a rated pilot. The only other officer belonging to the base proper [redacted] is the communications officer, Captain [redacted] Toke. [redacted] Blind Landing and Navigational Aid Squadron (O.Sz.P.) [redacted]
This organization was constituted as follows:

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C-O-N-F-I-D-E-N-T-I-A-L

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USAF review

C-O-N-F-I-D-E-N-T-I-A-L

- 2 -

- a. Commanding officer: Captain Gyula Szucs.
- b. Political officer: 2nd Lt /fnu/ Birgany.
- c. Radio section: 2nd Lt Imre Priakin; also acting as executive officer; approximately 18 enlisted men.
- d. Motor section: 2nd Lt Mihaly Skworek; approximately 20 enlisted men.
- e. Searchlight section: 2nd Lt Lajos Borsus; approximately 15 enlisted men.
- f. Landing light section: 1st Lt Janos Buday; two additional 2nd Lts and approximately four enlisted men.

Communications Installations

4. Air-to-ground communications were not the responsibility of the unit [redacted] Receivers and remote operating positions of the transmitters were located in the operations building. The transmitters were located at the transmitter shack, a brick building, one-story high, 8 x 8 meters, with a gabled slate roof. The building was surrounded by three antenna masts, height not recalled, from which a number of long wire antennas were suspended.

[redacted] classified CONFIDENTIAL, are these attachments:

- A. [redacted] sketch of Kecskemet Airfield, with the following legend:

- (1) Location of VHF-RDF station, approximately 3 km off the northwest end of the runway and directly in line with it.
- (2) "Near" radio beacon and radio marker beacon station in permanent building, located approximately 1.5 km off southeast end of runway and directly in line with it. These beacons operated on short-wave and broadcast frequencies, utilizing one R-50, one R-51, and one R-10 transmitter.
- (3) "Far" radio beacon and radio marker beacon station in permanent building, located approximately 8.5 km off the southeast end of the runway, and directly in line with it. Operating frequencies and equipment correspond to those at Point (2).
- (4) Communications transmitter building, located off side road at right angles to the runway and approximately two kilometers southwest of the runway center line.
- (5) Bunker containing landing light control room.
- (6) Hangar.
- (7) Hangar.
- (8) Hangar.
- (9) Hangar.
- (10) Control tower.
- (11) Operations and intercept control.
- (12) Storage buildings.
- (13) Barracks buildings.
- (14) Officers' mess.
- (15) Enlisted mess.

- B. Layout of the transmitter shack with the following legend:

- (1) Short-wave transmitter, R-10.
- (2) Short-wave transmitter, R-50.
- (3) Short-wave transmitter, R-51.
- (4) VHF transmitter.

- C. [redacted] sketch of the floor plan of Soviet type VHF RDF truck.

- D. [redacted] sketch of antennas used in connection with Soviet type VHF RDF equipment.

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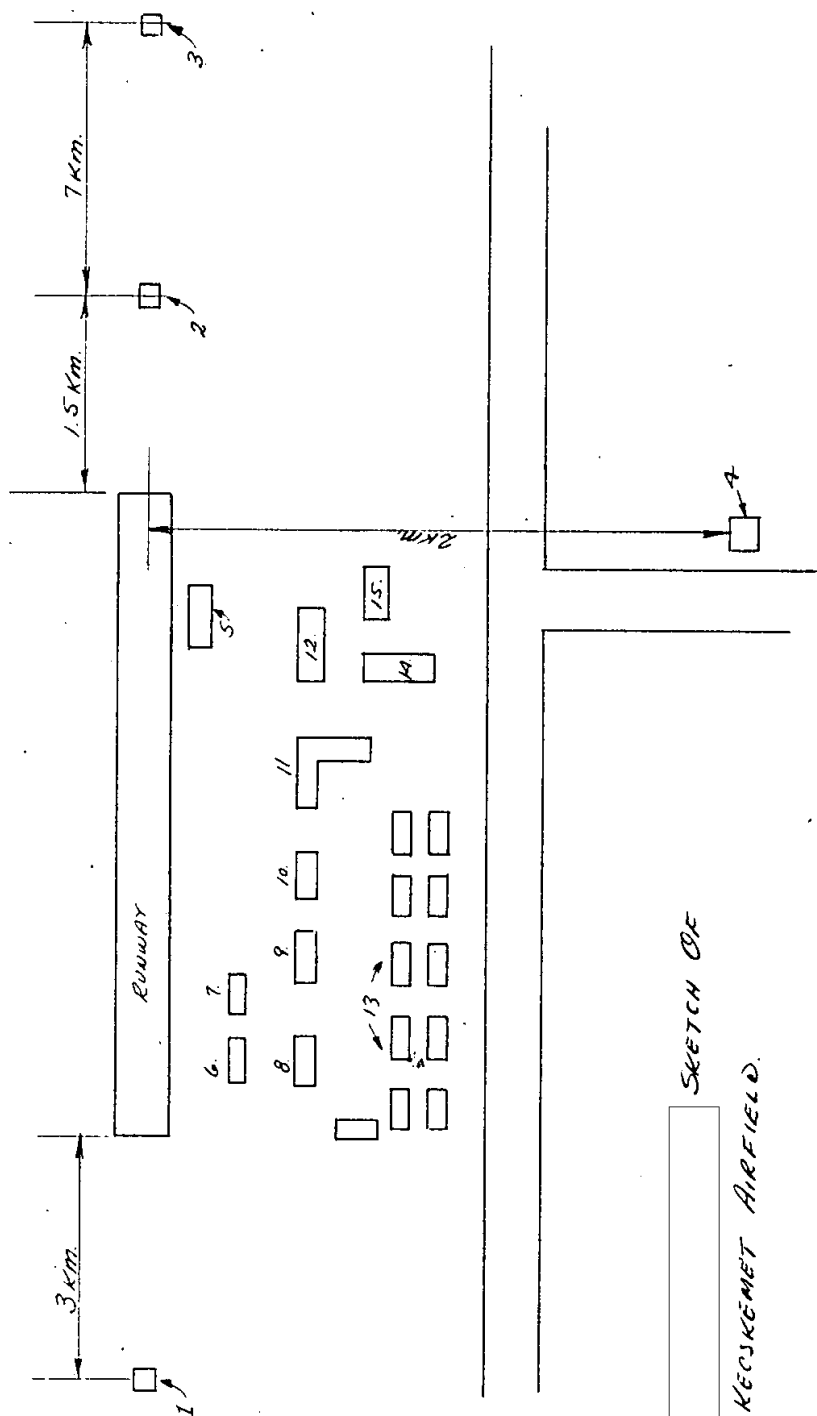
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5

OF

8

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SKETCH OF
KECKENET AIRFIELD.

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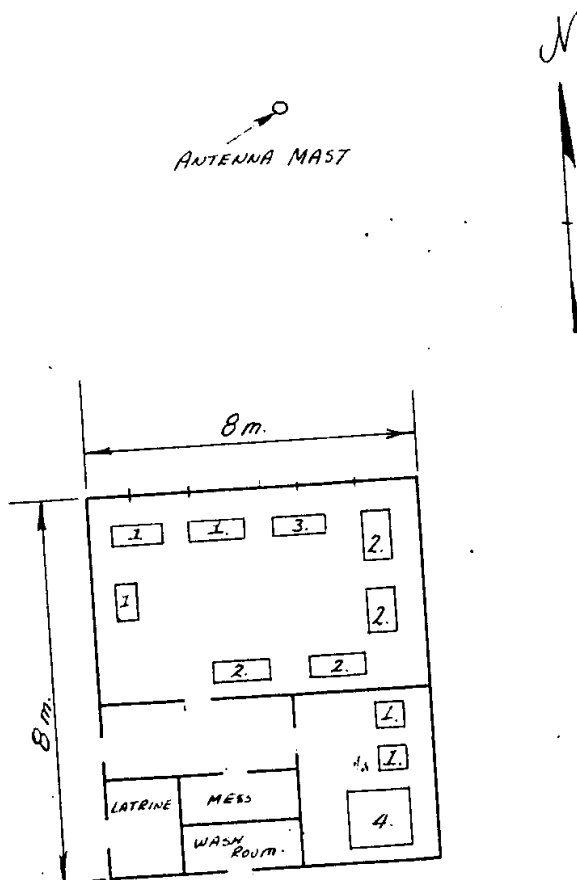
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SKETCH OF LAYOUT OF
TRANSMITTER SHACK AT KECSKEMET AIRFIELD.

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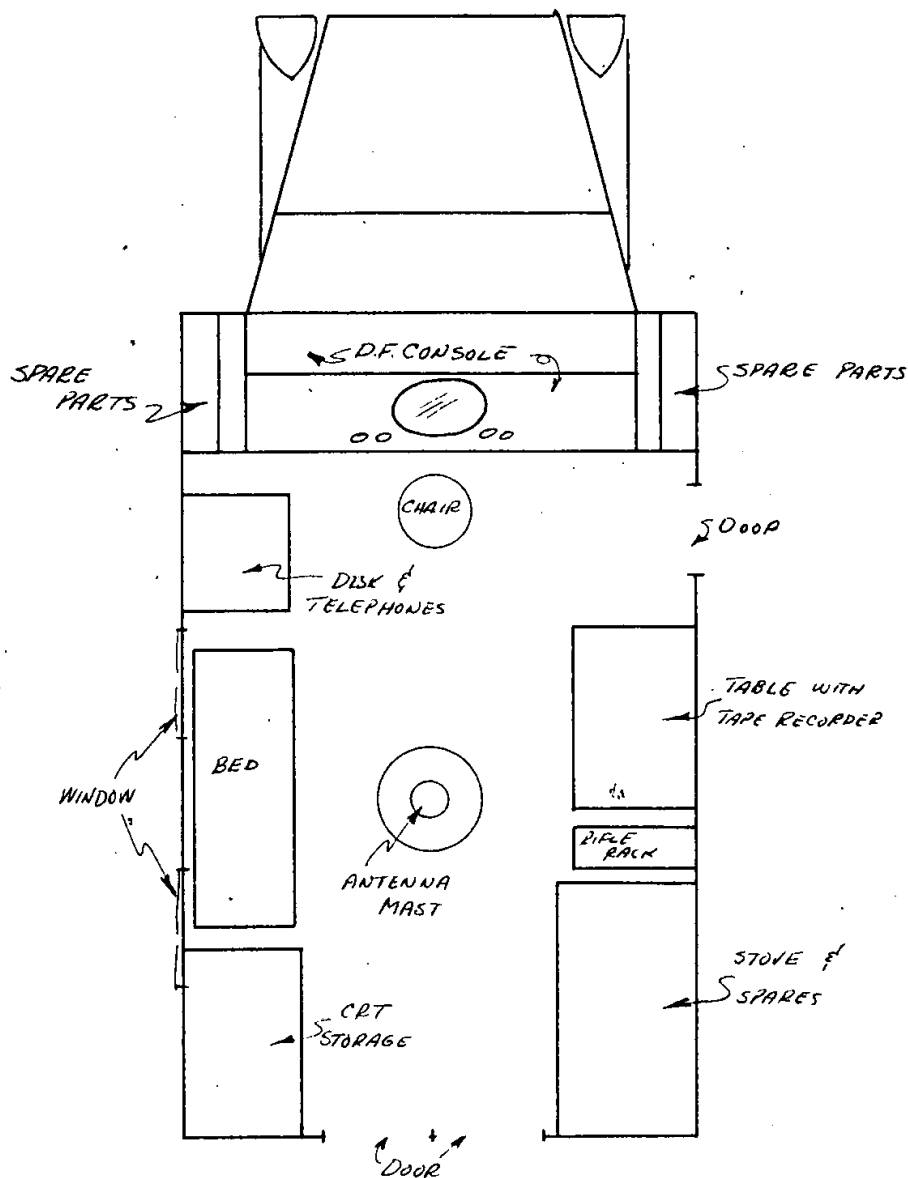
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SKETCH OF FLOOR PLAN
OF SOVIET TYPE VHF RDF TRUCK.

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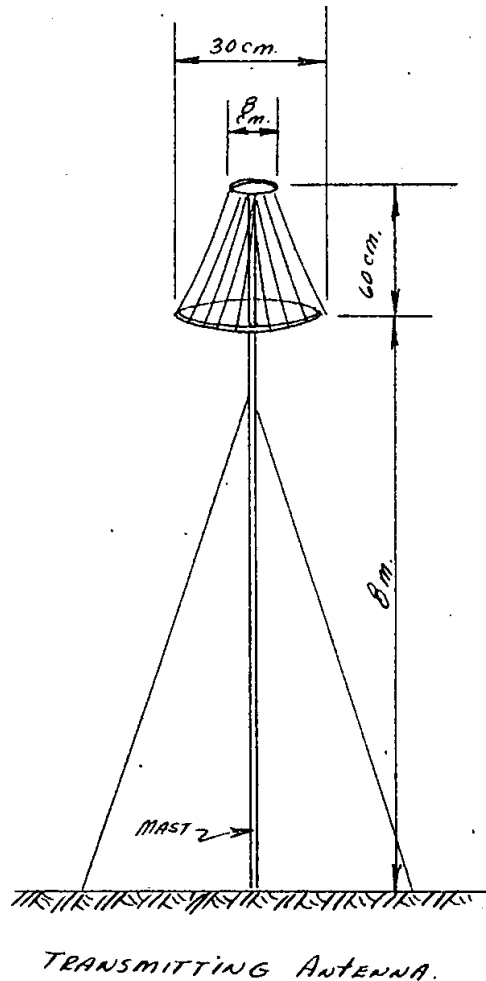
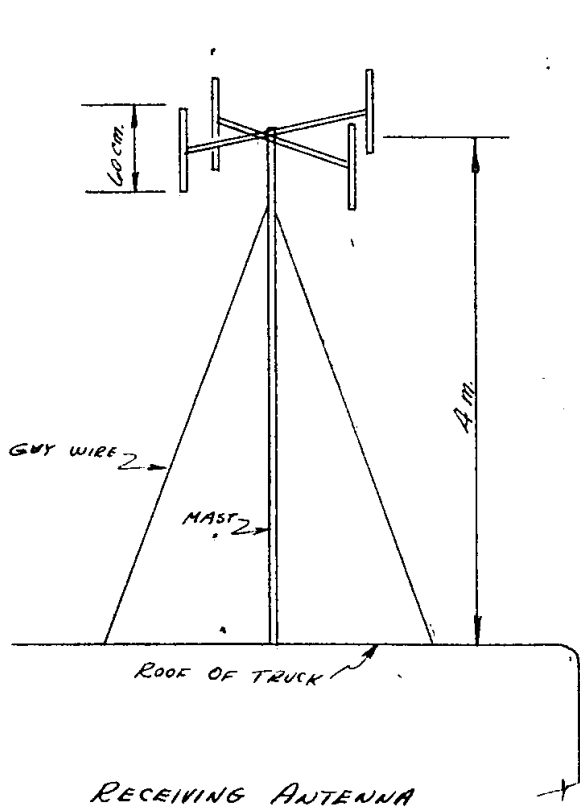
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SKETCH OF ANTENNAS USED IN
CONNECTION WITH SOVIET TYPE VHF-RDF EQUIPMENT.

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